

The Hongkong Telegraph.

(ESTABLISHED 1881)

NEW SERIES No. 4503

日九月十五年十三號

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SINGLE COPY, 10 CENTS.

TUESDAY JULY 12, 1904.

二月

BANKS.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 15,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,310,000
Head Office: YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTIN. NEWCHWANG.
PEKING.
LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARS BANK, LTD.
THE UNION OF LONDON AND
SMITHS BANK, LTD.
HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
6 " 4 "
" 3 " 3 "
" TARO HODSUMI,
Manager.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$6,500,000
RESERVE LIABILITY OF PROPTORS. \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson.
A. Haupt, Esq.
H. Schubart, Esq.
E. Shellim, Esq.
CHIEF MANAGER:
Hongkong: J. R. M. SMITH.
MANAGER:
Shanghai: H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 18th May, 1904. [22]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. | J. Focke, Esq.
Creasy Ewens, Esq. | G. C. Moxon, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 4th February, 1904. [B]

THE
DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin
Calcutta
Hankow
Tientsin
Tsingtao (Kiautschou)

LONDON BANKERS:
MESSRS. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th April, 1904. [24]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
GOLD \$7,992,173.37—about £1,040,000.
CAPITAL PAID-UP 15,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,310,000

Head Office: YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.

PARS BANK, LTD.

THE UNION OF LONDON AND
SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "
" 3 " 3 "
" TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$6,500,000
RESERVE LIABILITY OF PROPTORS. \$10,000,000

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H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson.
A. Haupt, Esq.
C. A. Tomes, Esq.
E. S. Wheller, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong: J. R. M. SMITH.

MANAGER:
Shanghai: H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY
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For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
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For the HONGKONG AND SHANGHAI
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Hongkong, 1st May, 1902. [23]

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LIMITED.

Authorised Capital £1,000,000
Paid up Capital 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. | J. Focke, Esq.
Creasy Ewens, Esq. | G. C. Moxon, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 4th February, 1904. [B]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

6 " 3 "

3 " 2 "

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO and ISSUE BILLS OF LADING
to SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES and
CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE as hitherto, by the Steamers of the
NORTHERN PACIFIC S. S. CO., BOSTON
STEAMSHIP and TOWBOAT CO., OCEAN
S. S. CO. and CHINA MUTUAL S. N. CO.

For further Particulars, apply at the
Company's Local Branch Office in PRINCE'S
BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904. [24]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI { SIMLA { About 15th } Freight and
F. R. Summers { July } Passage.

LONDON, &c. { CHUSAN { July 16th, } See Special
W. B. Palmer, R.N.R. { Noon Advertisment.

YOKOHAMA/SHANGHAI { JAVA { About 2nd } Freight and
S. Barcham { July } Passage
(Passing through the Inland Sea.)

LONDON and ANTWERP via
SINGAPORE, PENANG, SARDINIA { About 22nd } Freight and
COLUMBO, PORT SAID and C. C. Talbot, R.N.R. { July } Passage
MARSEILLES {

For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 12th July, 1904. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;
ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS SAILING DATES.

ROON WEDNESDAY, 20th July.

PRINZ REGENT LUITPOLD WEDNESDAY, 3rd August.

PREUSSEN WEDNESDAY, 17th August.

PRINZ HEINRICH WEDNESDAY, 31st August.

GNEISENAU WEDNESDAY, 14th September.

BAYERN WEDNESDAY, 26th September.

SACHSEN WEDNESDAY, 12th October.

ZIETEN WEDNESDAY, 26th October.

PRINZESS ALICE WEDNESDAY, 9th November.

PRINZ REGENT LUITPOLD WEDNESDAY, 23rd November.

PREUSSEN WEDNESDAY, 7th December.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 6th July, 1904. [3]

Intimations.

LANE, CRAWFORD & CO., MUSICAL DEPARTMENT.

NEW MODELS OF PIANOS JUST RECEIVED FROM—

BRINSMEAD, BROADWOOD,

COLLARD and COLLARD,

CHALLEN and SON,

and DORNER.

N.B.—NEW GENUINE Instruments from the above Makers are
to be had in Hongkong from LANE, CRAWFORD & CO.
ONLY.

MUSICAL INSTRUMENTS OF EVERY DESCRIPTION.

EDISON'S PHONOGRAPHS.
REPAIRS.

Special attention given to all kinds of repairs by thoroughly experienced
workmen under

SPECIAL EUROPEAN SUPERVISION.

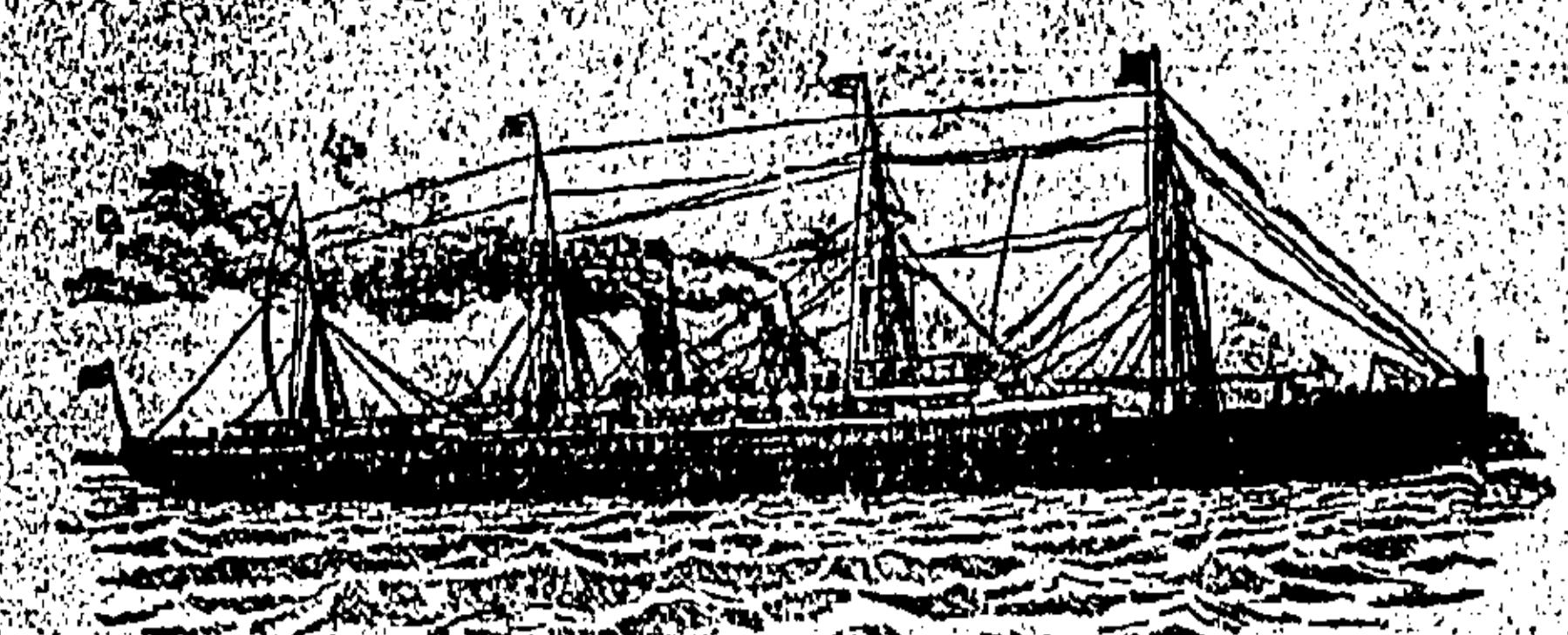
Hongkong, 11th July, 1904. [38]

POMLO BITTERS.

A PERFECT REMEDY FOR DYSPEPSIA.

Prepared from an extract of Chinese Pomelo Fruit, thoroughly pepto-
nized and pancreated, will produce
wonderful results as an appetizer and
digestant.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons	THURSDAY, 21st July, at Noon.
"COPTIC"	4,352	WEDNESDAY, 3rd August, at Daylight.
"KOREA"	1,476	SATURDAY, 13th August, at Noon.
"GAELIC"	4,295	TUESDAY, 23rd August, at Noon.
"MONGOLIA"	1,639	SATURDAY, 30th September, at Noon.
"CHINA"	5,060	THURSDAY, 15th September, at Noon.
"DORIC"	4,784	TUESDAY, 27th September, at Noon.
"AMERICA MARU"	6,300	"

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "SIBERIA" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 21st July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY or payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

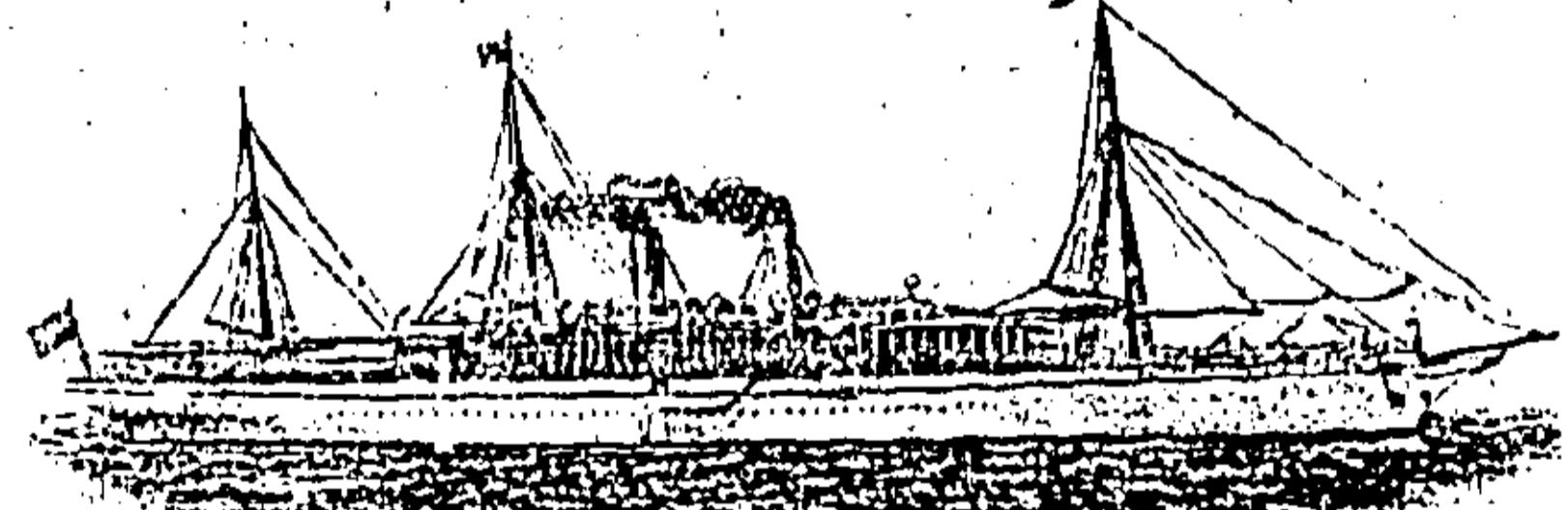
Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 9th July, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN" 6,000 Tons, WEDNESDAY, 13th July.

"ATHENIAN" 2,440 " WEDNESDAY, 20th July.

"EMPERESS OF CHINA" 6,000 " WEDNESDAY, 3rd August.

"TARTAR" 4,125 " WEDNESDAY, 10th August.

"EMPERESS OF INDIA" 6,000 " WEDNESDAY, 24th August.

"EMPERESS OF JAPAN" 6,000 " WEDNESDAY, 21st September.

Hongkong to London, 1st Class, via St. Lawrence 150, via New York 50.

Hongkong to London, Intermediate on Steamer, and 1st Class Rail 50.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

Hongkong, 8th July, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRAUDTAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

C. FRED. LAEISZ, HAVRE and HAMBURG, 1st July. Freight.

von Hoff, (Calling at S'PORE, PENANG & COLOMBO) 1st July. Freight.

BADENIA, HAVRE, BREMEN and HAMBURG, 16th August. Freight.

Reorden, (Calling at S'PORE, PENANG & COLOMBO) 16th August. Freight.

SPEZIA, HAVRE and HAMBURG, 25th August. Freight.

(ex BAMBERG) (Calling at S'PORE, PENANG & COLOMBO) 25th August. Freight.

ANDALUSIA, HAVRE and HAMBURG, 5th Sept. Freight.

Schmidt, (Calling at S'PORE, PENANG & COLOMBO) 5th Sept. Freight.

SCANDIA, HAVRE and HAMBURG, 20th Sept. Freight and Passengers.

(ex KONGSBERG) (Calling at S'PORE, PENANG & COLOMBO) 20th Sept. Freight and Passengers.

Mayer.

For further particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 1, Queen's Building.

16.

Hongkong, 12th July, 1904.

TSU-FAN DENTIST.

THE AMERICAN SYSTEM
OF DENTISTRY.

PRICE MODERATE. CONSULTATION FREE.

New to the Hongkong Dispensary.

M. H. CHAUN, D.D.S.

From the University of Pennsylvania, U.S.A.

Hongkong, 1st June, 1904.

16.

Shipping Steamers

HONGKONG, CANTON, MACAO AND

WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO

STEAMBOAT CO. LTD. AND THE CHINA NAVIGATION

COMPANY LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 1,501 tons. Captain R. D. Thomas.

"POWAN" 1,118 tons. C. F. Morrison, R.N.

"PATSHAN" 1,200 tons. W. A. Valentine.

"HANKOW" 1,373 tons. H. Brinch.

"KINSHAN" 1,200 tons. J. J. Losius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) 5.30 P.M.

and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons. Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For

further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 1,219 tons. Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about

7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about

7.30 A.M.

JOINT SERVICE OF THE H.K.C. AND MACAO STEAMBOAT CO. LTD., THE CHINA NAVIGATION COMPANY LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 1,888 tons. Captain J. Wilcox.

"NANNING" 599 tons. C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and

Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about

8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation

and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

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Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

C. W. CLARK,
No. 4 Queen's Road and Des Vieux Road,
EUROPEAN PHOTOGRAPHER,
ORIENTAL COSTUMES AND FANCY DRAPERY,
FURNISHED.
WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.

IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper
Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904.

164

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

785

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best. "THREE YEARS"

guarantee given to every purchaser.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON SATURDAY, the 16th July, 1904, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux' Road, corner of Ice House Street,

A QUANTITY OF PROVISIONS,

Comprising—
ESSENCE OF BEEF, COMPRESSED VEGETABLES, SOUPS, CHOCOLATE, PICKLES, CORNED BEEF, BISCUITS, &c., &c., &c.; AND

185 lbs. TOBACCO.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 11th July, 1904. [822]

FOR SALE

BY PUBLIC AUCTION FOR ACCOUNT OF THE CONCERNED.

THE Wreck of the S.S. "HOANGHO," as she now lies in, approximately, the following:—

Latitude 24°43' North.

Longitude 118°43' East.

Bell Island bearing North by East, and Kusan Point bearing South West (both bearings magnetic).

Cargo and Private Effects remaining on board will be sold separately.

Date of Auction will be announced later.
For Particulars, apply to—

J. E. THOMSEN & CO., Auctioneers.

816 Amoy.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY, OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 1st May, 1904. [52]

Notices of Firms.

A. S. WATSON & CO., LIMITED.

M R. ALFRED HENRY MANCILL has this day been appointed AGENT for the GENERAL MANAGERS of the Company, and in that capacity will reside in Shanghai, with general charge of the Company's interests at Shanghai, Hankow, Tientsin and in North China.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st July, 1904. [791]

A. S. WATSON & CO., LIMITED.

M R. JOHN ARTHUR TARRANT has this day been appointed ACTING SECRETARY of the Company.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st July, 1904. [792]

Entimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs, net \$4.75 ex Factory.
In Bags of 250 lbs, net \$2.85 ex Factory.

SHEWAN, TOMES & CO., General Managers.
Hongkong, 15th August, 1903. [783]

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367, Dep't, Ice House Street, Tel. 374.

DR. V. DANENBERG & F. P. DANENBERG, General Managers.
Hongkong, 20th May, 1904. [677]

JUST UNPACKED.

A CONSIGNMENT OF FRESH PROVISIONS from

Messrs. CROUSE & BLACKWELL and PHILLIPS & CUNARD'S.

ALSO

Messrs. HUNTLER & PALMER'S Varied Assortment of BISCUITS AND CAKES.

AND CADBURY'S Best Assorted CHOCOLATE SWEETS.

Inspection Earnestly Solicited.

H. BUTTON JEE,

No. 5, D'Aguilar Street,

or

36 to 38, Elgin Road, Kowloon.
Hongkong, 1st July, 1904. [792]

Entimations.

NOTICE OF REMOVAL

I HAVE REMOVED my OFFICES to No. 38, QUEEN'S ROAD, CENTRAL, First Flora, (lately occupied by Messrs. J. D. HUMPHREYS & SON).

JOHN HASTINGS.

Hongkong, 9th July, 1904. [814]

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE is hereby given that the FIFTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the Company's Offices, No. 4, Queen's Buildings, on SATURDAY, the 16th July, at 12.30 P.M., for the purpose of presenting the report of the Directors, together with a statement of accounts to 30th April, 1904, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th July, both days inclusive.

By Order of the Board of the Directors.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 29th June, 1904. [776]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10. EACH.

PURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent, or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$1 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexander Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 22nd June, 1904. [74]

THE

ROBINSON
PIANO

Co., LTD.,

INVITE INSPECTION OF SOME

SPECIALY

FINE

SAMPLES

OF

UPRIGHT PIANOS

RACHALS,

STUART,

&c., &c., &c.,

AND—

BABY-GRANDS,

BY

WINKELMANN,

(Established 1837).

They are only 5 FEET LONG, occupying

the space of a Cottage, but with the fine appearance and TONE of A

FULL GRAND.

Hongkong, 13th May, 1904. [794]

HOVLING.

On the greens of the Kowloon Bowling Green Club on Saturday afternoon, a match was played between eight of the Kowloon Club and eight representing the Civil Service Cricket Club. This being the first match between the two Clubs, considerable interest was shown, and a fairly large number of spectators including a few ladies gathered to witness the matches. The Kowloonites, who are more experienced in the game, won rather easily, but their opponents who showed good knowledge of the game, only want practice to be able to give a better account of themselves in a return match. The following were the teams and scores:—

I. W. Robertson of the Kowloon Club took the place of Jas. Macdonald of the Civil Service, the latter being absent.

RINK NO. 1. Civil Service

G. Edwards L. E. Brett

T. Skinner M. McIvor

J. Henderson J. Reidie

A. Milroy A. Gibson

(skip) 21 points. (skip) 8 points.

RINK NO. 2.

J. Gow D. Gourlay

J. Walker R. Duncan

D. Gow W. Brand

J. Galt I. W. Robertson

(skip) 21 points. (skip) 6 points.

THE CARTHUSIANS: A RETROSPECT.

It will be remembered that the act for the expulsion of the Carthusians was carried in the French Chamber on March 26th, 1903. The actual expulsion took place on April 29th. One of the members of the order has now told the story of their last days at the Grande Chartreuse, in a pamphlet which has been published at Grenoble for private circulation only. The anniversary and the pamphlet have inspired the *Saturday Review* to a further consideration of what France has lost by the action of an anti-Christian Government.

"The Carthusians" (says the *Saturday Review*) have been the last eight hundred years the apostles of culture and civilization in the desert of the Grande Chartreuse. But twelve months ago they were universally regarded as the greatest benefactors of the Department of the Isere; they are now scattered to the four corners of the earth. The general of the order has been compelled to seek refuge at Pignerol, twenty-four miles from Turin, their distillery, which gave steady employment and poured streams of wealth through the old province of the Dauphine, has been transferred to Switzerland, whilst some of the monks have been forced to Tarragona and others have been sent to British hospitality at Parkminster in Sussex and at Charlwood in Leicestershire. We are therefore tempted to ask what has been their past record in their own country and what have they done to deserve their wholesale expulsion which was carried out by the judicial authorities, the soldiery and the police on the twenty-ninth day of last April. Those who visit the Dauphine Alps will find plenty of evidence of the work done by these Carthusian monks throughout the whole province. They have founded the hospital at St. Laurent-du-Pont with its eighty beds and its endowment of £3,600 a year. They have opened the deaf and dumb school at Curiere, where the children are not only given a sound elementary education, but taught the trade to which they are best suited so as to enable them to shift for themselves. They have raised churches in almost every village, whose Gothic architecture is one of the most artistic features of the landscape. They have endowed schools whose only crime is their endeavour to unite religious with secular teaching. Finally, they have traced on the whole countryside a magnificent network of roads and thus spread comfort and well-being through what was once an absolutely inaccessible mountainous district. These Carthusian monks who but a few short months ago lived secluded but useful lives in their monastery and whose history has been identical with that of their whole countryside, have paid the teachers, clothed the naked, fed the hungry, given drink to the thirsty, and transformed the lives of the destitute poor. To give one instance alone; Voiron, which lies in the valley of the Isere some twenty miles from the monastery, was overwhelmed seven years ago by a disastrous inundation, which spread misery and wretchedness on every side. They appealed to the monks for assistance, and were justified by the result of their appeal. The Carthusians gave them £2,000 to relieve that destitution which could not wait. They spent £12,000 more in restoring the church, thus furnishing remunerative employment to those who had been thrown out of work by the disaster, and it has been calculated that their assistance to private individuals whose property had been injured amounted to more than £1,000. This was moreover done in a town where the monastery had already devoted an annual subscription of £320 to the local hospital, where they helped the poor through the Society of St. Vincent de Paul to the extent of £240 a year, where they gave £600 a year to the schools, kept up a public kitchen, sup lied coal during the winter months to some sixty families, and spent large sums of money in private charity. And these are the men whom the Republican Government of France have driven forth from their homes and compelled to withdraw from their native land the energy and enterprise which have for more than eight hundred years given constant employment to their fellow-countrymen.

"Three days after I had commenced taking the pills I was able to take my ordinary food and digest it without feeling any ill effect whatever. When the first bottle was done I bought three more, though I found it was not necessary to take them all. I have enjoyed splendid health for the last six months; I don't think I ever felt so strong in my life as I do now. I am positive that I owe my recovery to Dr. Williams' pink pills had not been the means of a second rescue not less important than the first, I should feel the after-effects for the rest of my life. The next ten years bore out his words. I used to get pains in the head, followed by fits of sickness and retching, which lasted for four or five days at a time. I dieted myself on milk puddings and other light fare, but the food was no sooner in my stomach than it returned; in fact, it was quite impossible for me to retain anything. One day a friend of mine came to see me. She had been ill, and was cured by Dr. Williams' pink pills, and as she asked me why I didn't try them, I sent for a bottle, and to my surprise they soon put me on my feet again.

"Let me explain. After my falling into the water I had an attack of rheumatic fever, and it seemed doubtful at one time whether I should get over it. The doctor said that even if I did recover I should feel the after-effects for the rest of my life.

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Intimations.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED 1841.

CLARETS.

	Per Case 1 doz. Qu.	Per Case 2 doz. Qu.
ST. ESTEPHE	\$ 8.00	\$ 9.00
ST. JULIEN	10.00	11.00
LA. ROSE	13.50	14.50
CHATEAU HAUT BRION LARRIVET	20.00	22.00
CHATEAU MOUTON DARMALHACQ	24.00	26.00
CHATEAU PONTET CANET	28.00	
CHATEAU LA TOUR CAKNET	33.00	
CHATEAU RAUZAN	48.00	
CHATEAU LAFITE	54.00	

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANDS

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.,

LIMITED.

Hongkong, 20th June, 1904.

135

TELEPHONE NO. 554.
CABLE ADDRESS "ACHEE," HONGKONG
A. R. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.PASTEUR'S MICROBE-PROOF
FILTERS,ROCHESTER LAMPS,
WHITE TURKISH TOWELS.COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

[45]

E. C. WILKS & Co.,
MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.COLLISIONS and Damages Surveyed.
Salvage Work undertaken.Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam
and Motor-Launches.Contract for New Tonnage on reasonable terms
with First-class Builders.A large stock of Canadian Asbestos, and
A. B. C. G. goods kept.Agents for Messrs. Allen & Sons Electrical
Plant and Centrifugal Pumps.Telegraphic Address "MARINER" Telephone—No. 358.
Hongkong, 3rd May, 1904.

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NOTICE

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to the Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION-RATES (IN ADVANCE).

DAILY—\$10 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 12, 1904.

HONGKONG IN 1903.

To the statistician the Blue Book of the Colony, published each year and presented to the Legislative Council in the ordinary course, is a publication of much interest embracing, as it does, most of the facts and figures relating to the Colony as gathered by the various departments of Government. Principal among the informations contained in this annual volume are included the figures appertaining to finance. This section reviews the steady advancement towards a larger revenue which has marked administration after administration of an inherently progressive little Colony. The total revenue from all sources is shown to be \$5,238,857.88, or \$3,37,784.18 greater than in any previous year, and \$305,562.88 more than the estimate. All the main sources of revenue show an excess over 1902 with the exception of miscellaneous receipts and land sales, and all items similarly show an excess of actual over estimated receipts with the exception of rent of government property, miscellaneous receipts, and the water account. Licences and internal revenue not otherwise specified show an excess of \$187,836.09, while fees of court or office, &c., and the Post Office yielded over \$50,000 and slightly under \$30,000 respectively over the estimate. Against this we have an expenditure for the year of \$47,638.44 exclusive of public works extraordinary; inclusive of that item it was \$5,396,669.48, or \$512,879.02 less than the total expenditure of 1902. Deducting from the actual expenditure for 1903 the total actual receipts, there was a deficit \$157,81.60 on the actual working of the year, though the surplus of assets on December 31st amounted to \$177,830.83 exclusive of arrears of revenue. No less satisfactory is the information embodied in the Harbour Master's returns for the Port. There was an actual increase in tonnage of over two and a half million tons in 1903 of any previous year. To be precise the total tonnage entering and clearing amounted to 24,039,862 tons; figures which are exceeded by only two other ports in the world, both British, viz., London and Liverpool. The Hon. F. H. May's remarks affecting the industries of the Colony are limited to observations on our local sugar refineries and the cotton mills. It has been seen that a serious collapse in prices for sugar was experienced all over the world as a result of over-production in the beet-growing States; but the effect of the Brussels Convention of 1902, of which Hongkong is one of the signatory colonies, with the resultant abolition of bounties, is beginning to be felt to the advantage of the local refineries. While the cotton spinning industry is placed at the mercy of the great marts of the world in the matter of prices of the raw material, it must remain a precarious enterprise as shown in the report of the year under review. If, however, the valleys of the New Territory could be utilized for cotton plantations, whereby the raw material could be procured locally at permanent prices, or at least at prices which could be approximately foretold, the industry would undoubtedly receive a much-needed impetus. The experiments in this direction which have been commenced at the suggestion of the Botanical and Afforestation department will, therefore, be watched with considerable interest by a large number of investors who have embarked upon an enterprise hitherto beset by unforeseen difficulties resulting in large losses. The Colony derives small consolation from the fact that in the North the industry has so far been attended by equally unpropitious results. Detailed reports on education, public works, the hospitals and the police, and gaol have each in turn been printed in these columns; the despatch before us places the whole history of these departments, in 1903, in a very succinct form, which should considerably aid future reference to any one of them. Public health and sanitation is a subject of much importance, and the remarks which are found under this head will be read with interest. Mr. May points out that it is still too early to look

for many immediate benefits arising from the new Public Health law as many of its sections apply to houses to be hereafter erected, and others, such as the resumption of insanitary areas, the provision of open spaces in crowded districts, and the improvement of the internal construction of Chinese houses, are works which must necessarily be enforced gradually. It is gratifying to note that a large section of the Chinese is beginning to appreciate the advantages of improved sanitation and healthy surroundings, and shows an increasing willingness to co-operate with the sanitary authorities in cleansing and disinfecting operations. Much credit for this tendency is due to the results of the successful experiment initiated and carried out by Sir Henry Blake in the course of the summer, whereby the inhabitants of a typical district in the poorer part of the city were induced, by the exercise of tact and sympathy and judicious instruction, but without the pressure of official authority, to work out their own sanitary salvation.

The gradual improvement of the sanitation of the Colony is shown by the fact that, in spite of the long death-roll from plague, the death-rate from all causes among both non-Chinese and Chinese shows a diminution. This is partly and indirectly due to the steady decline in the mortality from malarial fever, against which a crusade is being maintained in this Colony with conspicuous success. We have quoted in the beginning of this article figures which furnish abundant evidence of the continued prosperity of the port and, now conclude with some general observations with which the Honourable Mr. F. H. May brings to a close a despatch full of interesting information and chronicling another year of successful administration with which his name has been so closely identified. The report to the Colonial Secretary winds up with the following lines: The fluctuations of the silver-market and the partial commercial depression arising from the prospect of political disturbances in the Far East, have with other causes contributed to prevent the past year from being marked by special buoyancy of trade or steadiness in the stock market; but there is nothing to indicate that the trade interests and the wealth of this Colony have ceased to expand. But if the port is to preserve its predominant position as a great emporium for shipping, there are many problems which demand early consideration and timely action, such as the increase of the accommodation in the harbour for ocean-going steamers, the provision of more space for the housing of an ever increasing population, and the further development of the trade of the West River and its tributaries by the opening of new ports. Over-shadowing all these questions, however, is the pressing necessity for the speedy construction of the railway between Hongkong and Canton, for which a concession was granted to a British syndicate many years ago by the Chinese Government. The development of railway enterprise in other parts of China has, in the opinion of the Government and the entire commercial community, rendered it of paramount importance to the prosperity of Hongkong that this Colony should be connected by railway with the capital of the Kwangtung Province, which is to be connected by a trunk line with the Yangtze Valley.

LOCAL AND GENERAL.

THE German mail of the 9th June was delivered in London on the 11th inst.

An addition of four fatal Chinese cases for the past twenty-four hours brings the plague returns to 411 cases for the year.

THE annual distribution of prizes to the successful pupils of the Italian Convent, Caine Road, will take place on the 23rd inst., at 5 p.m. Mrs. F. H. May has kindly consented to preside.

A BANGKOK telegram, of the 2nd inst., to the *Strait Times* states that F. J. Robertson, of the Central Hotel there, recently charged in the British Consular Court with being an absconding debtor, was committed for trial on June 25th, was acquitted that day.

A MARRIAGE will take place at the Old Church, Hollington, Sussex, on July 23, between Sidney Barton, of H.M. Consular Service, China, youngest son of Captain Barton, R.A., retired, and Winifred, eldest daughter of Mr. and Mrs. A. P. MacEwen.

THE King has granted unto Captain Ernest Charles Thomas Troubridge, R.N., his authority to accept and wear the Insignia of the Second Class of the Imperial Japanese Order of the Rising Sun, conferred upon him by the Emperor of Japan upon the termination of his appointment as Naval Attaché to the British Legation of Tokyo.

THERE are at present 76 foreign steamers of 155,041 tons in the service of Japanese steamship companies and private shipowners. Of these 23 were chartered to the Nippon Yusen Kaisha, 18 to the Osaka Shosen Kaisha, and the remainder to other shipowners. The vessels hired by the three above named companies have about 125,000 tons.

Larry Goodman will launch the s.s. *Wingfield* at the Hongkong and Whampoa Dock Company's premises next Thursday at 8.30 a.m.

ACCORDING to the *Japan Herald* the Nippon Yusen Kaisha is reported to be negotiating with Messrs. Jardine Matheson & Co. for the purchase of the *Kirkdale*, a British steamer of 1,873 tons.

URGENT memorials have been sent to the Throne to order the various Mints to coin a greater variety of copper coin: 15 and 20, 25 and 50 cash coins are required to facilitate the convenience of the people.

THE outstanding public debt of the Colony is one of £14,799,15.1. The original debt was incurred in connection with the Iraya reclamation, the central market, and water, drainage and sewerage works. Interest at 3½% is payable on the loan, which is being paid off by a sinking fund.

THE Chinese Commissioner at Colon, New Dominion, telegraphed to Peking that Russians have established a custom barrier at that place and are collecting duties on tea, sugar, etc. Instructions as to how to deal with the matter are desired by the Commissioner.

THE King held a Levée on 7th ult. at St. James's Palace. Amongst those presented to His Majesty were the following:—Mr. Sidney Barton, of His Majesty's Consular Service in China; by the Secretary of State; Major Sir Matthew Nathan, R.C.M.G., R.E., on appointment as Governor of Hongkong, by the Secretary of State; Mr. Cosmo Gordon Paterson, by Col. Sir Henry McCallum, K.C.M.G., R.E.

A CERTAIN Censor recently proposed to the Peking Government on the reorganization of the Chinese navy and the formation of an admiralty. The memorial which was very lengthy and pointed out how funds could easily be obtained as the means to the end, was so couched as to make a strong impression upon the minds of the Government. The suggested scheme has been referred to the Military Training Department.

VICEROY Yuan Shih-kai has appointed Basse to Shanghai for the purpose of concluding a contract with a Norwegian Shipbuilding Co. to raise the sunken cruiser *Hai Tien* which, as will be remembered, recently struck a sunken rock. The contract has been signed, and provides that the cruiser will be raised and sent to the Shanghai dockyard for repair at the total cost of Tls. 410,000, failing which nothing will be demanded from the Chinese Government.

THURSDAY next, July 14th, being the French National Fête the offices of the French Consulate, 31 Wyndham Street, will be closed during the whole of the day. The Consul for France will be pleased to welcome at his residence, to Macdonald Road, between 10 and 11 a.m., the members of the French community in the Colony, and between 11 and 12 the British and foreign officials, as well as his foreign colleagues, who might wish to call officially on this occasion. Madame G. Liebert will be at home on the same day between 4 and 6 p.m.

MAJOR Sir Matthew Nathan, R.E., K.C.M.G., the new Governor of Hongkong, entertained a number of persons connected with the Far East at the Army and Navy Club on 6th ult. Amongst those present were Mr. Lucas, C.I.B., of the Colonial Office, Sir Cecil Clementi Smith, Sir Alfred Dent, Mr. W. Keswick, M.P., General Sir William Gascoigne, Sir Thomas Jackson, and Mr. T. H. Whitehead. It will perhaps be of interest to note that Mr. W. Arthur Leslie, who goes out as A.D.C. to His Excellency, is the grandson of a former partner in Dent & Co., who retired during the flourishing days before 1866. Both His Excellency and his A.D.C. are, we hear, polo players and keen sportsmen generally—facts which we are sure will be appreciated in Hongkong.—*L. & C. Express*.

ACCORDING to reports from Canton, Viceroy Tsen Chun-hsuan of the Lan Liang-kwang provinces has obtained permission from the Peking Government to borrow Tls. 3,000,000 from wealthy Chinese in Kwang-tung to carry out four reforms in that province. The loan will be issued in debentures at Tls. 100 each and the whole amount will be repaid within 10 years from date of issue. The Commissioner of the Foreign Customs at Canton will sign the debentures and Tls. 7,000 annually will be given to the said Commissioner to defray his expenses. The loan will be expended as follows:—1. To establish an official industrial institution at Canton. 2. To construct the Canton-Hongkong and Canton-Macao branch line; 3. To establish Water Works at Canton.—*Peiping Gazette*.

A MEMORIAL signed by a large number of residents in Rangoon, has been submitted to the Lieutenant-Governor of Burma, complaining about the unsatisfactory class of domestic servants, who demand higher wages than in other Provinces in India. This unsatisfactory state of affairs is due, mainly, to the absence of control, and the freedom with which servants use false certificates and leave their employment without due notice, and to the fact that the employer has no legal remedy. The servants realise that they are complete masters of the situation, and, consequently, control the domestic arrangements, to the great discomfort and annoyance of the memorialists, who are prepared to furnish instances of boycotting, if necessary. The memorial concludes with a prayer for the registration of domestic servants.

The Java-China-Japan Lijn s.s. *Tjilatjap* left Macassar for this port on 10th inst., and may be expected here on 18th inst.

The O. & O. S. Co.'s s.s. *Coptic* with mails, &c., will leave Yokohama on 12th inst., at noon, and may be expected here on 20th inst.

The H. A. L. s.s. *Seaholm* from Hamburg left Singapore for this port on 11th inst., p.m., and may be expected here on 17th inst., a.m.

INDO-CHINA STEAM NAVIGATION CO.

ANNUAL MEETING.

The twenty-third ordinary general meeting of the Indo-China Steam Navigation Company (Ltd.) was held on 7th ult. at the offices of the company, 29, Cornhill, E.C., Mr. W. Keswick, M.P. (chairman), presided. The Secretary (Mr. A. G. Wells) having read the notice convening the meeting, and the auditors' report, the chairman said:

The last year was one of depression throughout the world for shipping, and China was no exception to the rule. From almost the beginning of the period the competition was extremely keen, and the amount of freight was less than usual, while the considerable financial depression in China limited the amount of business done by the Chinese. For the business done there was an excessive amount of tonnage available. Last year, therefore, the company had considerably reduced earnings. Fortunately we escaped any serious loss on underwriting account, and that enabled the directors to transfer a considerable amount from it to revenue, by which we were able to provide a sufficient sum, as we have never neglected doing, for depreciation of the fleet.

From the very beginning of the company's history we have made full provision for the proper up-keep of our steamers. This year, I am glad to say, we have begun better, and the earnings of the fleet promise to be good. How long such a condition of things will last, it is, of course, impossible to say, but usually in China a period of depression has been followed by a period of activity. I hope this year will prove no exception to the general rule.

We have already sold out of the fleet two steamers that were getting out of date, and as you will have observed from the report we have added five new steamers, and it is the intention of the directors, if circumstances call for further additions, to keep up the fleet as the requirements of the trade demand.

In our opinion it is most important to meet our customers fully. I think that the shareholders will agree with me that, considering the difficult circumstances of the past year, the statement of accounts is one with which we should be satisfied. I beg formally to move the adoption of the report and accounts.

Mr

TELEGRAMS.

(Reuters.)

The United States Presidency.

London, 9th July.

The St. Louis Convention, after an excited all-night sitting at which the Democratic Convention appeared to hesitate about different candidates, finally nominated Judge Parker on the first ballot, and financier Senator Davies as Vice-President.

Judge Parker caused a sensation by telegraphing to the St. Louis Convention that he was a resolute gold-standarder, etc. The Convention, which eliminated any reference to the currency from its programme, decided after much opposition from the delegates, including Mr. Bryan, to telegraph to Judge Parker that his views did not preclude his acceptance of the nomination.

Germany and Russia.

M. de Witte has gone to Berlin ostensibly to discuss the impending commercial treaty, but it is believed that the object of the visit is to arrange a Russian loan.

The Russian Volunteer Fleet.

The Russian Volunteer cruiser *Stolinsk* has passed the Canal. Even her decks were crammed with bags of coal.

It is stated that 50,000 tons of coal have now been accumulated at Jibut.

THE PUNJOM MINING CO., LTD.

An extraordinary general meeting of the Punjum Mining Company, Ltd., was held at the registered offices of the Company, No. 13, Beaconsfield Arcade, at 11 a.m. for the purpose of considering and if thought fit passing a number of special resolutions regarding the liquidation of the company and the reconstruction of a new one. There were present:—Messrs. R. C. Wilcox (in the Chair), W. Kerfoot, Hughes (general manager), A. R. Lowe, Act. Sec., G. C. C. Master, A. Joseph, E. S. Joseph, A. R. Ezekiel, F. J. Figaredo, and A. H. Ribeiro.

After a wait of half an hour the Chairman announced that, as there were not sufficient shareholders present to form a quorum, the meeting stood adjourned to the same day and hour next week.

Mr. E. S. Joseph suggested that it would be preferable to fix an hour in the afternoon. Mr. R. C. Wilcox stated that this, unfortunately, was not possible owing to the fact that according to the Articles of Association the next meeting must be held on the same day and at the same hour a week later.

RISKS OF NAVIGATION.

IN HONGKONG HARBOUR.

During the course of an inquiry at the Harbour Office this morning, the Hon. L. A. Barnes Lawrence (Harbour Master) alluded to the great risks attending navigation in the waters of the Colony consequent upon the large number of untried men who, perchance of circumstances, held certificates as masters of launches. The only solution to the problem would be to compel them to proceed at a considerably reduced speed. It was an inquiry in connection with a collision which occurred on the 9th inst., between Messrs. W. S. Bailey & Co's launch, *Bailey*, and the Cosmopolitan Dock No. 3 launch.

Mr. W. S. Bailey deposed that on Saturday evening last he was aboard the launch *Bailey*, and while entering Kowloon Bay from Victoria they met the "No 3" Cosmopolitan Dock launch which was evidently approaching from the direction of Kowloon City. His skipper blew two blasts on the whistle to which the dock launch replied with one blast. Witness said his man got excited, and after making use of "language" in Chinese, blew another blast. When the first blasts were blown the launch's head was put to port and after the other blasts the launch was starboarded. Both of the crafts were going about eight or nine knots, and by reason of the alterations in the courses the launches were brought almost abreast again. Defendant's launch having more starboard helm than the *Bailey* she was taken across the other's bows which caused the stem of the *Bailey* to crash into the dock craft and sustain serious damage.

Other evidence having been given, the Harbour Master held the *Bailey* to blame as in the first instance she should have ported instead of starboarded. He suspended the master's certificate for a month.

MACAO EXTRADITION CASE.

Referring to the extradition case of the Nam Hoi Magistrate at Macao it is understood that the Portuguese Government have instructed their Minister at Peking to demand Tls. 600,000 from the Chinese Government, and that the Wai Wu Pu have instructed the Canton authorities to take the necessary steps.—*Shanghai Mercury*.

THE MUTINY AT KWANGSI.

Canton, 6th July. It has since transpired that the troops that mutinied at Linchow, Kwangsi, are not members of the "Wuchien" Army as reported, but insurgents who had surrendered to the Government and had been trained into regulars, but have recently deserted. These men have since dispersed.

ANOTHER VERSION.

The mutiny at Linchow was the work of an insurgent leader name Lu who had previously surrendered himself to the Government. It was he that instigated the others to create trouble. The officials of Linchow have escaped and they attacked the city. The military commandant also escaped but was eventually captured and beheaded.—*Universal Gazette*.

THE WAR.

RUSSIAN MILITARY MEASURES.

THE BALTIC ARMADA.

We still hear much about the Baltic Fleet, which, it is said, will consist of 8 battleships, 10 cruisers, and 25 destroyers, with transports carrying troops and arms and ammunition. The sailing date is now given as Sept. 1. Supposing, however, that a squadron can be got ready, how is it to accomplish the voyage to the Pacific? As Russia has herself proclaimed coal to be contraband of war, she has effectually precluded all nations who makes any pretence of observing neutrality from allowing her to coal the Baltic fleet in their ports. She must, therefore, do all her coaling at sea, and it means many thousands of tons. It is very probable, however, that as Russia has large experience in the use of oil fuel in connection with navigation on the Caspian Sea and the great rivers, the use of oil fuel may be contemplated. Boilers, designed originally for burning coal, can be readily adapted to consume oil; and the Russian navy can, of course, command large supplies of oil. It is also comparatively easy, even at sea, to pump from tank-vessels carrying oil fresh supplies of fuel through flexible pipes to the bunkers of warships. Time would be required for making these arrangements on the warships; tankers must be bought; and, with all possible precautions, the plan must remain largely experimental. Even then if the squadron were constituted it would be entirely pre-arranged, combining, as it would do, battleships of the most recent types and high speed with much smaller vessels of earlier date and lower speeds. The presence of torpedo-boats would still further hamper progress. It has also been well pointed out by a French writer that the new ships, hastily completed as they have been, are unfit to undertake at the outset of their service a long and difficult voyage. On the whole, it can hardly be doubted that whatever may have been the intentions of the Russian Admiralty in preparing a squadron to reinforce the Pacific fleet, recent events— involving the loss of Port Arthur as a base and the consequent concentration of all requirements for the fleet upon a single base at Vladivostock—will cause Russian naval authorities to abandon the enterprise, and, justly the anticipation of Admiral Rozhestvensky that no fleet will be despatched to the Pacific.

THE MINISTRY OF MARINE.

THE KNOTROMA.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"SARPEDON"	13th July.
GLASGOW and LIVERPOOL	"PELEUS"	23rd July.
GLASGOW and LIVERPOOL	"AJAX"	29th July.
GLASGOW and LIVERPOOL	"MACHAON"	8th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	12th August.

S.S. "SARPEDON" left Singapore for this port on the 8th inst., and is due here on the 13th, at daylight.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
*GENOA, MARSEILLES & L'POOL	"DIOMED"	15th July.
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	19th July.
LONDON, AMSTERDAM & ANTWERP	"KEEUM N"	2nd August.
LONDON, AMSTERDAM & ANTWERP	"MOYUNE"	16th August.
*GENOA, MARSEILLES & L'POOL	"SARPEDON"	20th August.
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	15th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and "PACIFIC COAST PORTS, <i>et al.</i>	"MACHAON"	11th August.
NAGASAKI, KOBE and YOKOHAMA.		
S.S. "HYSON" left Victoria, B.C., for Hongkong, <i>via</i> Japan, on 14th June.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th July, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	13th July.
KOBE	"TAIYUAN"	13th "
YOKOHAMA and KOBE	"TSINAN"	18th "
CEBU and ILOILO	"KAI FONG"	19th "
SWATOW, CHEFOO and TIENTSIN	"KANSU"	22nd "
PORT DARWIN, THURSDAY ISLAND,	"TAIYUAN"	30th "
COOKTOWN, CAIRNS, TOWNSVILLE,		
BRISBANE, SYDNEY & MELBOURNE		

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th July, 1904.

[2]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 16th July, at 10 A.M.
RUHI	2540	R. W. Almond	"	SATURDAY, 23rd July, at 10 A.M.
PERLA	1980	A. H. Notley	"	

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 9th July, 1904.

[8]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,
OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NICOMEDIA"	4,370	Wagner	July 16th, 1904.
"ARABIA"	4,483	Bahle	August 14th, "
"ARACONIA"	5,108	Schuldt	September 14th, "
"NUMANTIA"	4,370		October 14th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAN"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$3. Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF.—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.

2nd Floor, No. 16, Victoria Street,

Hongkong, 9th January, 1904.

[16]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

[819]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodois Steamer

"PAUL BEAU."

Captain Frangoul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN"

Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European.....\$8.00

Second Class European.....3.00

First Class Chinese.....1.50

Second Class Chinese.....80

Deck.....30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent.

THE PHARMACY, Queen's Road Central,

Hongkong, 9th June, 1904.

[222]

STEAM TO CANTON.

THE New Twin Screw Steamers

KWONG CHOW".....1,309...J. P. MARTIN.

"KWONG TUNG".....1,238...H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4

Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

[781]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"ST. FILLANS".....20th July.

"BEDOUIN".....5th August.

"LOWTHER CASTLE".....20th August.

For Freight and further Information, apply to

DODWELL & CO., LIMITED,

Agents.

ADVERTISEMENT
THE HONGKONG TELEGRAPHICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Cochin
China, Ceylon, India and the Far East
generally.A daily newspaper with weekly edition
published for despatch by the homeward mail.
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.A special feature is made of full and accurate
reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.Special attention given to effectively displaying
advertisements.The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three.....	20.00
Six.....	37.50
Twelve.....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6.....	10 "
12.....	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.Unless otherwise specified all advertisements
will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors
and remarkably cheap at

THE HONGKONG TELEGRAPH.

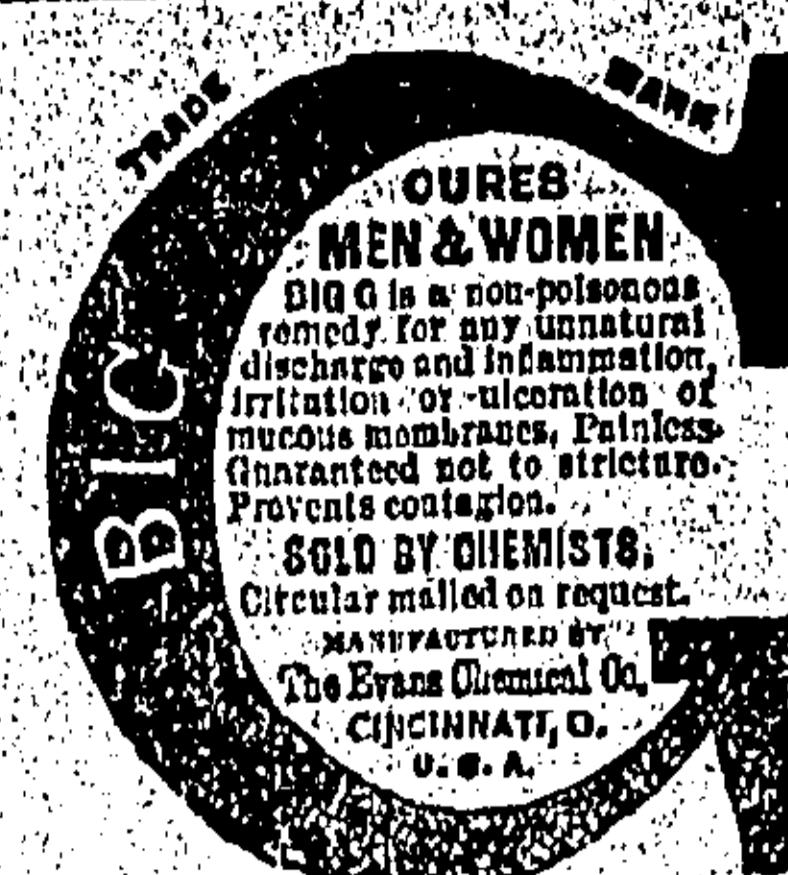
OFFICE.

Estimates given for all classes of work on
application.

THE MANAGER.

THE HONGKONG TELEGRAPH CO. LTD.

ICE HOUSE ROAD, HONGKONG.

SAVARESSE'S
SANDAL
CAPSULESEffectual because absolutely pure
English Oil. Not made of Reliance
full directions. All Chambres
and Instinct on SAVARESSE'S

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co. Ltd.

Hongkong, 30th September, 1901.

SHIPPING.

ARRIVALS.

Zafiro, Br. s.s., 1,611, Rodgers, 11th July, Manila 9th July, Gen.—S. T. & Co.
Wuhu, Br. s.s., 1,250, Richards, 11th July, Iloilo, P.I., 7th July, Sugar—B. & S.
Oceanian, Fr. s.s., 2,803, A. Oliver, 12th July, Manila, Marseilles and Saigon 9th July, Mails and Gen.—M. M.
Choyang, Br. s.s., 1,424, L. H. Muir, 12th July, Shanghai 8th July, and Swatow 11th, Gen.—J. M. & Co.
Kowloon, Ger. s.s., 1,326, H. Siehr, 12th July, Canton 11th July, Gen.—S. T. & Co.
Feiching, Ch. s.s., 970, Hoelgar, 12th July, Canton 11th July, Gen.—C. M. S. N. Co.
Glenroy, Br. s.s., 3,141, McGillivray, 12th July, Singapore 6th July, Gen.—McG. Bros. & Gow.

Clearances at the Harbour Office.

San Cheong, for Canton.
Kehching, for Swatow.
Thien, for Kobe.
Wuhu, for Shanghai.
Lian, for West River.
Kwongchow, for Canton.
Wuhu, for Ningpo.
Hai Ho, for West River.
Haitan, for Swatow.
Choyang, for Canton.
Kwongsang, for Swatow.
Ataka, for Canton.
Chan On, for West River.
Ischia, for Singapore.
Lightning, for Singapore.

Departures.

July 12.

Yarra, for Europe.
Borneo, for Shanghai, &c.
Shaohing, for Shanghai.
Rhein, for Shanghai.
Oceania, for Shanghai, &c.
Lightning, for Calcutta.
Rhein, for Kautschuk.
Kehching, for Bangkok.
Ischia, for Bombay.
Haitan, for Coast Ports.
Kwongsang, for Shanghai.
Choyang, for Canton.

Passengers arrived.

Per Wuhu, from Iloilo—Mr. and Mrs. Chien.

Per Glenroy, from Singapore—Mr. Schwabe, and 80 Chinese.

Per Choyang, from Shanghai, &c.—Mr. Kirk, and 41 Chinese.

Per Zafiro, from Manila—Messrs. B. H. Macke, H. D. Levin, A. Go Chui Co. Mrs. Go Chui Co and 3 children, Mrs. To Ah, Mrs. Cheah Ah, Messrs. Manuel Gomes, Jose Ramirez, C. Power, M. Malaراف, S. Sanjana, Mrs. Beahan, Messrs. G. N. Lamb, Yu Yee, E. E. Tyzzer, and Mrs. M. Landreau, Messrs. Chua Chit Co, Eugenio Velasco, C. Klinck, J. Wawayo, 2 Europeans, and 74 Chinese.

Per Oceanian, for Hongkong from Marseilles—Mr. and Mrs. Jeannel, from Colombo—Revs. Elio, Calixto, Mr. and Mrs. Roberts, and 5 Chinese. From Singapore—Messrs. Yahara, Leong Gun, Tan Jun Eeck, Tan Bhee Soon, Miss Tan Sui Kio, Mr. Takahasi, 2 Indians, and 1 Chinese. From Saigon—Mr. Clark, Mr. and Mrs. Gilbert, baby and boy, and 32 Chinese. For Shanghai from Marseilles—Mrs. Kato, and Mr. Iwai. From Singapore—Mrs. Okai, Mrs. Oita, and infant—Mrs. Oni, and Mrs. Yoshima. For Yokohama from Marseilles—Messrs. P. Selton, Tyman, Mrs. Ross and infant, and Miss Auschitz. From Colombo—Messrs. Cassidy, Schleefeld, and Harrison. From Singapore—Mr. and Mrs. Wilkins, Messrs. Hinamad, Rochiran, and Lachamal. From Saigon—Messrs. Berthoy and Forni.

Per Yarra, for Hongkong from Yokohama—Messrs. Maite, M. Hazakon, Beard, Poujil, R. A. Johnston, Mr. Clarke, Ranjan, J. D. Duffield, Kirkham, H. Pinney, Jacob, Idris, Pignatelli, Mandjou, G. Baxallo, and K. Hasegawa. For Saigon, from Shanghai—Miss E. Watson, Messrs. Phillip Ambo, Jacob Stein, and Mrs. Clark. For Singapore from Kowloon—Miss Jean, Isasaki. From Shanghai—Miss Smith, Messrs. W. J. Bonham, and K. Hasegawa. For Colombo from Yokohama—Mr. N. Kelly. For Marseilles from Shanghai—Miss Smith, Messrs. W. J. Bonham, and K. Hasegawa. For Manila—Miss Jean, Isasaki. From Shanghai—Miss Smith, Messrs. W. J. Bonham, and K. Hasegawa.

Nora and child, And A. Lafourcade. From Shanghai—Mrs. Dubois, Messrs. P. F. Kremer, M. A. A. Sennel, Le Goulet, Huet, Gouffet, A. Coppieters, Luis Fernandez de Silva, Jose Maria Vives, James, Alex, Harvie, Muller, Feuillet, E. Ruine, Davens, Franck, Merquer Mercos and Le B. Arthur.

1. Mall will close for—

Canton—Per Honam, 13th July, 7.30 A.M.
Kobe—Per Taiyuan, 13th July, 10 A.M.
Bangkok—Per Nakhon, 13th July, 10 A.M.
Bangkok—Per Rajaburi, 13th July, 10 A.M.

Shipping Report.

Sea Choyang, from Shanghai—Fine weather and variable winds throughout.

Sea Wuhu, from Iloilo—Light, Wly winds, and clear, fine weather, from there to Cabra, fresh S.W. winds and moderate S.W. sea, from then to Lat. 18° 37' N., Long. 116° E., with occasional rain squalls; moderate S.W. wind and sea, with fine weather from thence to port.

Vessels in Port.

STEAMERS.

Anghin, Ger. s.s., 1,001, J. F. Schaefer, 9th July—Bangkok 2nd July, Rice and Wood—B. & S.

Athenian, Br. s.s., 2,440, S. Robinson, 4th July—Vancouver, B.C. 6th June, and

Shanghai 1st July, Gen.—C. P. R. Co.

Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 5th July—Vancouver via Ports 13th June, and Shanghai 2nd July, Mails and Gen.—C. P. R. Co.

Chowia, Ger. s.s., 1,052, H. Albers, 6th July—Bangkok 30th June, Rice and Wood—B. & S.

Dagmar, Ger. s.s., 950, C. Gosewisch, 9th July, —Swatow 8th July, Gen.—M. & Co.

General Alava, Am. transp., Whitton, 20th June—Cavite 17th June.

Helene Rickmers, Ger. s.s., 2,255, G. Warnecke, 8th July—Mojil and Amoy 21st June, Gen.—J. M. & Co.

Iohanne, Ger. s.s., 952, Ipland, 9th July, —Saigon 4th July, Rice—J. & Co.

Kumang, Br. s.s., 2,077, E. J. Buller, 10th July—Singapore 9th July, Gen.—J. M. & Co.

Lok sang, Br. s.s., 2,803, A. Oliver, 12th July, Manila, Marseilles and Saigon 9th July, Mails and Gen.—M. M.

Choyang, Br. s.s., 1,424, L. H. Muir, 12th July, —Shanghai 8th July, and Swatow 11th, Gen.—J. M. & Co.

Kowloon, Ger. s.s., 1,326, H. Siehr, 12th July, Canton 11th July, Gen.—S. T. & Co.

Radnorshire, Br. s.s., 2,400, Burch, 11th July, London 14th May, and Singapore 5th July, Gen.—S. T. & Co.

Rajah, Ger. s.s., 1,189, D. Reimers, 6th July—Bangkok 29th June, Rice and Lumber—B. & S.

Schuykill, Br. s.s., 3,143, R. Nicholas, 11th July—Shanghai 5th July, and Keeling 9th, Gen.—S. O. Co.

Sik, Br. s.s., 3,216, James Rowley, 5th July, —New York 4th May, Gen. and Case Oil—D. & Co., Ltd.

Simongan, Dut. s.s., 1,202, J. F. van Toll, 8th July—Sourabaya 29th June, Gen. and Sugar—Yuen Fat Hong.

Solace, Am. transp., Bull, 8th July—Woo-sung 5th July, Ballast—Government.

Taiyuan, Br. s.s., 1,459, L. Dawson, 26th June, —Australian Ports 4th June, and Manila 23rd June, Gen.—B. & S.

Taming, Br. s.s., 1,350, Penefather, 9th July, —Manila 6th July, Gen.—B. & S.

Trieste, Ger. s.s., 1,033, H. Kräf, 10th July, —Swatow 9th July, Gen.—O. S. K.

Whampoa, Br. s.s., 1,09, Partridge, 11th July, —Canton 10th July, Gen.—B. & S.

Books containing—

16 Postage Stamps of 4 cents

12 " " 2 "

12 " " 1 "

may be obtained at the counter of the General Post Office and at Kowloon Post Office. Price \$1.00 each book.

Books containing—

16 Postage Stamps of 4 cents

12 " " 2 "

12 " " 1 "

may be obtained at the counter of the General Post Office and at Kowloon Post Office. Price \$1.00 each book.

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16 Postage Stamps of 4 cents

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16 Postage Stamps of 4 cents

12 " " 2 "

12 " " 1 "

may be obtained at the counter of the General Post Office and at Kowloon Post Office. Price \$1.00 each book.

Books containing—

16 Postage Stamps of 4 cents

12 " " 2 "

12 " " 1 "

may be obtained at the counter of the General Post Office and at Kowloon Post Office. Price \$1.00 each book.

Mails.

Consignees.

NOTICE TO CONSIGNEES.
FROM HAMBURG, ANTWERP AND LONDON.

THE Steamship

"RADNORSHIRE,"

Captain C. H. Burch, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst. at 2:30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 11th July, 1904. [81]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain W. B. Palmer, R.N.R., carrying His Majesty's Mails, will be despatched from this for ROMBAY, on SATURDAY, the 16th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mongolia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Persia* due in London on the 29th August.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st July, 1904. [4]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA.

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	Sailing
Hyades*	3,753	Geo. Wright	Ab. July 3
Shawmut	9,606	W. M. Smith	Sept. 1
Tremont	9,606	T. W. Garlick	Oct. 1
Shawmut	9,606	W. M. Smith	...
Tremont	9,606	T. W. Garlick	...
Lyra	4,417	G. V. Williams	...

1 Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Shawmut ... 9,606 W. M. Smith ... Ab. Aug. 12
Tremont ... 9,606 T. W. Garlick ... Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadieness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

DODWELL, & CO., LIMITED.

General Agents.

Queen's Buildings.

Hongkong, 12th July, 1904. [12]

Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 13th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 11th July, 1904. [825]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PENTAKOTA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. TO-MORROW, the 8th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 7th July, 1904. [807]

Consignees.

NOTICE TO CONSIGNEES.
FROM HAMBURG, ANTWERP AND LONDON.

THE Steamship

"RADNORSHIRE,"

Captain C. H. Burch, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst. at 2:30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 11th July, 1904. [81]

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
S.S. "NICOMEDIA,"

FROM PORTLAND (OR.), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 11th July, 1904. [15]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"BORNEO,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at *their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex. S.S. *Mongolia* and *Empress*.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 16th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 9th July, 1904. [4]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship
"SITHONIA,"

Captain Hildebrandt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 8th July, 1904. [808]

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT LUITPOLD,"

of the NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-MORROW, at 10 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 12th instant, at 10 A.M.

All Claims must reach us before the 18th of July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 11th July, 1904. [825]

NOTICE TO CONSIGNEES.

NORDDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 7th July, 1904. [807]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PRESENT QUOTATION.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$600,000 \$250,000 \$175,533	\$1,417,366	Div. of £1.1		